

The Token Hunter

Official Publication of
the National Utah
Token Society
N.U.T.S.

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April 2007

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1	2	3	4	5	6	7
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23 Start Secretary's Week	24	25	26 N.U.T.S.	27	28
29	30					

N.U.T.S

We are dedicated to the collecting, recording, and preserving of Utah's historical medals, tokens, coins, and bottles.

MEETING INFO

PLACE: REDWOOD
MULTIPURPOSE
CENTER LOCATED AT:
3100 SOUTH REDWOOD ROAD,
SALT LAKE CITY, UTAH
TIME: 7:00 P.M.
DATE: APRIL 26, 2007
(THE 4TH THURSDAY OF THE
MONTH)

PRIZES

Sign the log book when you attend a meeting. There is a prize drawing for **ALL THOSE** who come to meeting on time. Also be sure to enter our monthly contest for other prizes and a **"GOLDEN"** grand prize.

TO PLACE YOUR ADD PLEASE CONTACT:
MARY FARNSWORTH 801.979.3631
OR 801.254.2846
MARYFAR7@HOTMAIL.COM
The price for the add is \$10 per year.


UTAH CO-OP

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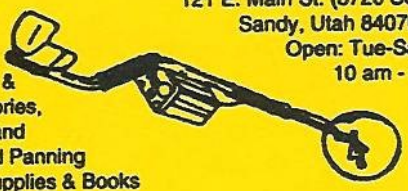
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TROLLEY TRANSPORTATION IN SALT LAKE CITY: 1872-1945

By Roy D. Nulph

It was the famous Mormon leader, Brigham Young, who offered a solution to Salt Lake City's mass transportation problem 107 years ago. Ever cognizant of the needs of a growing pioneer settlement he formed the Salt Lake City Railroad Company and, on July 2, 1872, the first mule-drawn streetcars appeared on the streets. The mules were imported from Missouri and, as mules go, they were not entirely dependable, often sitting a spell when the mood required. But this was the newest means of transportation in town, and after all the fare was only five cents.

An older timer said, "Schedule time in those ways (days) was kept by the streetcars as correctly as a time piece would without the hands."

Then in 1889 the first electric trolley car replaced the donkey-drawn streetcars, which delighted seasoned patrons. The trolleys were an immediate success. Several companies were by now competing for customers and prime routes. There was the Salt Lake Railway Co., the East Bench Street Railway, the Poperton Place, Salt Lake Rapid Transit, and the Fort Douglas Rapid Transit. They later merged into two major companies: the Salt Lake Railway Co. and the Salt Lake Rapid Transit Company. The bitter fighting between these two operations still adds a touch of humor to Utah's transportation history. On one occasion men from the Rapid Transit were laying tracks for their line, while 150 men from the Salt Lake Railway were busy tearing them up, following at a considerable distance for safety purposes. This rivalry continued for more than ten years until both companies merged in 1904 to become Utah Light and Railway Company.

Another page of exciting history was added when E.H. Harriman, the railroad magnate and father of Governor Averell Harriman purchased a controlling interest in the company and began to pour millions of dollars into transforming it into the finest streetcar system in the nation. Harriman's first action was to select a permanent site for the operation. After securing a ten-acre tract of land that had served as the official Utah Territorial Fairgrounds, construction of car barns and maintenance shops began in 1908. He also added 50 new cars of the latest and best construction. (continued on page 4)

2007 N. U. T. S. Medals Order Form

This year the National Utah Token Society has selected for their medal Bingham Canyon & Camp Floyd R.R. Co. The design is taken from a local \$10 dollar bill from the 1800.S Orders are being taken now for delivery in late April early May. The National Utah Token Society is a medal detecting club for the preserving of our past.

To order, Please send information and remit together to:

N.U.T.S.
P.O. Box 651071
Salt Lake City, Utah
84165



SILVER Medals @ \$22.00 Each _____
COPPER Medals@ \$4.00 Each _____
BRONZE Medals@ \$4.00 Each _____

= \$ _____
= \$ _____
= \$ _____

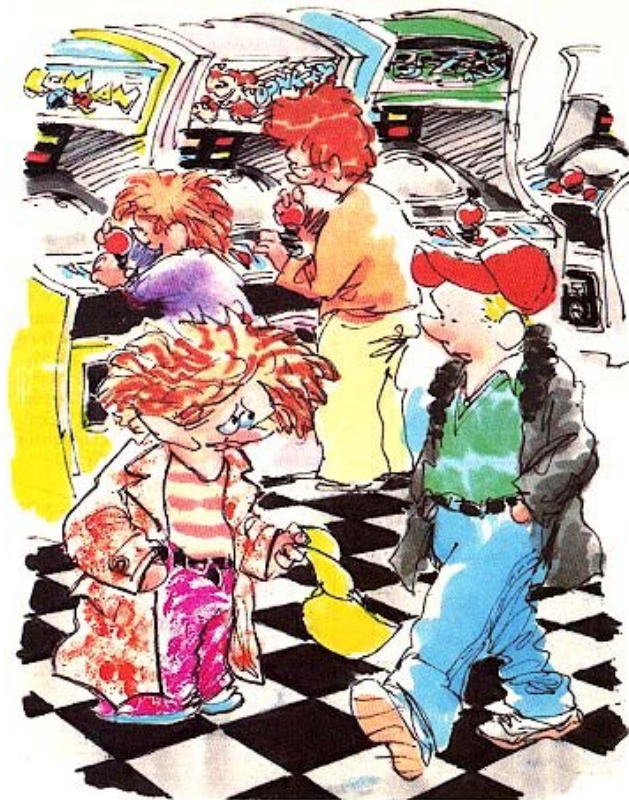
Name: _____
Address _____

Please add \$4.00 for
postage and handling

Telephone: () _____ Total Payment (incl. Postage)

YOUR PRESIDENT'S MESSAGE - DON SWAIN (and Medals Chairman)

The final order for medals needs to be turned in by the first of May. Please get your orders in before the end of April. Medals will then be delivered at the May NUTS meeting. We will have a few extras to sell at the June Coin Show. This meeting we will watch Treasure House: Utah Mining History



Brother! Can you spare a token?

CONTINUED - TROLLEY TRANSPORTATION

An account published at that time offers a description of these: "Some of the larger and handsome cars have arrived and it is needless to state that for space and capacity, like those of the past, they will be found to always have 'room for one more'."

Harriman also provided the very latest in housing facilities. The mammoth car barn with its unique mission style architecture had a capacity for 144 double-truck cars. It was 320 feet wide and 420 feet long and was divided into four bays (a fifth bay was later added). Inside the car barn tracks were laid on concrete pit bases with depressed troughs to collect any moisture brought in by the trolleys each night. The pits were illuminated so cars could be inspected around the clock as needed. The ceilings were approximately 33 feet high with 208 skylights to provide as much natural light as possible. To reduce fire risk each bay was separated at midpoint by a huge steel rolling door, and sprinkler lines were installed directly above and along the sides of each track. As another fire prevention measure a 97 foot high water tower was constructed to hold 50,000 gallons of reserve water. Several repair and maintenance shops were also constructed. Harriman was adamant that the company be as self sufficient as possible due to its distance from railway supply manufacturers. For this reason if a part was needed and could not be immediately supplied from materials stocked it was produced in the company's blacksmith shop. In the paint and carpenter shops the trolleys received a coat of varnish every 18 months while a coat of enamel paint was applied every three years.

In 1914 the Utah Light & Traction Company (ULATCO) took over all trolley lines. In that year more than 38,000,000 passengers rode the streetcars and interurbans to the north and south, and it appeared that Harriman's goal had been achieved. The Salt Lake operation was considered one of the finest streetcar systems in the nation.

At that time the street railway system in Salt Lake City consisted of 192 pieces of passenger rolling stock. The cars were then all the PAYE (Pay As You Enter) type, this model having been introduced in 1913.

Meanwhile the horseless carriage was seen clattering

across the intersections, frightening the horses and onlookers alike. A few years later, however, after considerable improvement this somewhat noisy contraption emerged as the automobile, offering streetcar patrons a more convenient means of transportation. As the number of streetcar passengers began to diminish a need to keep pace with changing times became apparent to company officials. So in 1923 the first gasoline-powered bus was used on an experimental basis as a feeder to the main streetcar routes. Five years later, additional buses were required to provide stub service to outlying towns, and eventually tracks to these suburbs were removed. It was during this period that Utah 750 C and F tokens were issued.

A few years later the company was faced with a new challenge. Deferred maintenance of tracks and pavement began piling up at a rate entirely beyond the means of the company, so a new transportation medium was needed that did not require tracks, but would use the existing overhead lines and power plant facilities. The economical trackless trolley seemed to be the answer. Trolley buses had never been operated on a grand scale up to this time in any city. But officials persisted that with a few alterations these buses would solve the problem. After a rather persuasive presentation to city officials for a franchise amendment, Salt Lake city became the first in the nation to operate successfully an electric coach system. The trackless trolley was introduced in Utah in 1928.

The year 1933 marked the appearance in Salt Lake city of the first lightweight rear engine gasoline bus (also Utah 750 G). These buses were designed for rapid acceleration and deceleration, and their complete route flexibility made it possible for the company to meet the constantly shifting needs of the city. A fare structure change and a new company treasurer during this period brought out token Utah 750 D and H. It was the overwhelming success of these rear engine buses that literally spelled the doom of Salt Lake City's trolley cars. (To be continued next month)

SPEAKER

**Members Business and News
Find of the Month**

PAY DUES!

DRAWINGS

2007 NUTS MEMBERSHIP

☐ FAMILY \$20

TOTAL # OF PEOPLE IN YOUR HOUSEHOLD _____

☐ SINGLE \$15

_____ RENEWAL _____ NEW MEMBER APPLICATION (DUES ARE PRORATED AFTER JULY)

NAME _____

ADDRESS _____

CITY STATE ZIP _____

TELEPHONE (AREA CODE) _____ E-MAIL _____

SPECIAL INTERESTS _____

MAKE CHECK PAYABLE AND

SEND TO: N.U.T.S

NATIONAL UTAH TOKEN SOCIETY

PO BOX 651071

SALT LAKE CITY UT 84165

May 2007

Sun	Mon	Tue	Wed	Thu	Fri	Sat
		1	2	3	4	5
6	7	8	9	10	11	12
13 Mother's Day	14	15	16	17	18	19 Armed Forces Day
20	21	22	23	24 N.U.T.S.	25	26
27	28 Memorial Day	29	30	31		

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NATIONAL UTAH TOKEN SOCIETY
PO BOX 651071
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